

The Indiana Teamster

"Serving the Indiana Teamster Movement"

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No.

FREIGHT MOVERS RAISED IN SIX CITIES

Chambers of Kokomo Heads Joint Council

O. B. Chambers, head of Teamsters Local 759, Kokomo, is president of Teamsters Joint Council 69 by vote of delegates from 11 locals of the union in Central Indiana.

At the annual election of the Joint Council, held in December at 28 West North St., Indianapolis, other officers were named as follows:

Leo Bauer, Local 233, Indianapolis, vice president;

Emmett J. Williams, Local 135, Indianapolis, secretary-treasurer;

James Katz, Local 691, Richmond, recording secretary;

Elmer Nolan, Local 73, Clinton, one-year trustee.

Fred Marshall, Local 135, Indianapolis, two-year trustee;

M. R. Atkins, Local 193, Indianapolis, three-year trustee.



O. B. CHAMBERS

Other locals participating in the election were Nos. 188 and 716, Indianapolis; No. 369, Muncie; No. 144, Terre Haute, and No. 543, Lafayette.

(Continued on page 3)

No. 414 Members Get Better Pay

FORT WAYNE—Teamsters Local 414 here, headed by Pat Hess, has obtained raises of 20 cents an hour for coal truck drivers, and an average of 22 cents for drive-away drivers employed by the Fugate and Girton and Howard Sober companies.

A new contract just signed with the Essex Wire Corp., gives over-the-road drivers an increase of 15 cents an hour and one-half cent per mile.

Negotiations are now being conducted looking toward new contracts with the Old Fort and Erie ready-mixed concrete companies, and with the Associated Building Contractors of Ft. Wayne.

The contractors have made an offer, affecting 600 men, which has not been accepted.

Negotiations also have been started for a new city, street and sewer contract.



Pictured here is James E. Perkins of Teamsters Local 233, and the truck in which he has traveled 125,000 miles to date, delivering merchandise to Bessie customers, for Bessie & Co., Inc., 101 East South St., Indianapolis. According to Leo Bauer, union president, he hasn't had an accident. Perkins has covered more than one and a half million miles in 27 years of driving Bessie trucks.



New Mayflower Agreement Satisfies Local 193 Members

The Aero-Mayflower Transit Co. has just signed a new agreement with Teamsters Local 193, which gives approximately 350 union members improved working conditions and substantial wage increases "to the satisfaction of all concerned."

The agreement is for the calendar year 1947, according to M. R. Atkins, union president, who states for publication that he is proud of the "350 good stand-up drivers and the committee representing them at the company."

"Local 193 wishes to express its appreciation," says a union statement, "for the assistance rendered in the contract negotiations by the International office."

Local 135 Seeks Red Rock Contract

Local 135 has opened negotiations with the Red Rock Bottling Co. seeking a contract covering wages and conditions for union members, as of January 1.

This local of Teamsters has just ended a ten-day strike at the plant of the Linde Air Products Co. also in Indianapolis and signed a new contract giving employees increased pay.

E. J. Williams described conditions at the plant as "excellent."

He said the new wage scale was retroactive to October 1 and provides sizeable increases for workers in all four classifications.

It also calls for paid vacations up to a maximum of four weeks annually, according to the length of the union member's employment. The union is recognized under terms of the contract, as the bargaining agent for the employees involved.

Another feature of the agreement, Williams said is a clause providing that no new employees will be hired by the plant if it necessitates cutting the work week below 40 hours.

PEPSI-COLA RAISES PAY IN VINCENNES

VINCENNES—Charles Miller, head of Teamsters Union No. 417 has signed a new agreement with the Pepsi-Cola Co. here, giving 10 to 20 cents per hour increase to inside workers and an increase in base pay to salesdrivers.

The agreement provides a 1-cent per case increase over the previous scale, and vacations of one week, after one year and two weeks after five years.

It is retroactive to October 24, 1946.

T. H. LOCAL ADVANCES WITH NEW CONTRACTS

TERRE HAUTE—Two new business representatives have been added recently to the staff of Teamsters Local 144 to help Jack Reynolds carry on contractual relations between 2,000 members and probably 145 employing companies. The newly appointed BAs are Robert Spencer and James Coakley.

Newly acquired office girls are Mary McKay and Mildred Philabaum and in the Bloomington office with Robert Millsap, Cora Bezzy.

Local 144 is a general union, embracing employment in practically every industry known to the International Brotherhood. Its members work for dairies, bakeries, freight movers, construction employers, building supply houses, warehouses, taxicab companies, laundries, insulation dealers, furniture houses, grocers, packing houses, household movers, beverage bottlers, oil companies, ice companies, municipal sanitary department, etc. etc.

New Kroger Contract

Drivers and warehousemen have ended a one-week's strike at the Kroger Grocery Co. with a new contract and substantial pay increase.

New contracts also give increased wages to drivers, warehousemen and shipping clerks employed by the National Biscuit Co. and nine local furniture companies.

Recent deaths in the union include those of Wayne Combes, of the Commercial Motor Freight Co. who was killed in an accident; Harry Farizell, of the Yellow Cab Co. who died of heart disease, and Harry Barth of the Kroger Co., who died of heart disease.

Cartage Companies Increase 4,000 Indiana Teamsters' Pay After Bargaining Peacefully

Contracts have been signed by several Teamsters Locals within the last few days giving substantial wage increases and improved working conditions to members employed moving city freight in Indianapolis, South Bend, Muncie, Evansville, Terre Haute, and Vincennes.

PARIS, ILL., TRUCKS RUNNING NON-UNION

CLINTON—Teamster Locals throughout the Middle West are requested to refuse membership cards to any drivers employed by the Black Bros. Trucking Co. of Paris, Ill., without first consulting with Elmer Nolan, secretary-treasurer of Local 73, this city.

Black Bros. is opening a general trucking business over a wide territory, delivering goods to customers particularly in Chicago and St. Louis. The company has refused to negotiate with Teamsters Local 73 and is operating with non-union drivers.

Local 233 Gains Warehouse Raise

After being closed and picketed for three weeks, six companies operating warehouses in Indianapolis and Knightstown have granted Teamsters Local 233 a blanket increase of 18½ cents an hour for all employee members and an additional 2½ cents an hour for those working in cold storage departments.

The new contract also calls for time and one-half after 32 hours per work week in six holiday weeks of the year, and vacations of one week after one year and two weeks after five.

Negotiations were conducted for the union by Leo Bauer, president, and a committee comprising Paul Higgs of the Strohm Warehouse and Cartage Co.; Ed Culver and Carl Hovermale, Indiana Terminal and Refrigerating Co.; Ralph Richer, Indianapolis Warehouse and Storage Co., and Robert Bruns, Rolling Mills Warehouse Co.

President Bauer, in behalf of the membership of Local 233, expressed thanks to the International Union for helping Local 233.

Colby Elected Head Of Hammond Local

HAMMOND—Officers recently elected by Teamsters Local 362 of this city are:

Roscoe Colby, president; Jerry Carroll, vice president; Ray De Rolf, secretary-treasurer;

Thomas Downey, recording secretary;

William Sullivan, business representative for three years;

Harold Bowman, three-year trustee.

All were elected without opposition.

Upwards of 4,000 drivers, warehousemen, dockmen and garage workers are involved, about 1,500 of them being in Indianapolis.

Here the Teamsters of Local 135 are employed by 92 hauling firms which handle all freight coming by rail into the metropolitan area.

Their pay increase amounts to 15 to 18 cents an hour, effective to May 1, next, by terms of an amended contract entered into between union officials and a committee of ten employers, headed by John Brennan, chairman of the Indianapolis Operators Association.

Emmett J. Williams, secretary-treasurer and Fred Marshall, president of Local 135 were aided in obtaining the contract by the International office of the Brotherhood of Teamsters.

A new contract obtained by Walter E. Biggs, president of Teamsters Local 364 South Bend, gives 500 city freight and dock workers a 15 cents-an-hour increase and continuation of union conditions previously existing.

The agreement was ratified at the Local's last regular meeting.

(Continued on page 3)

Cab Drivers' Head Gets General Raise

Henry Mullen showed his appreciation for being elected president of Taxicab Drivers Local 11, in Evansville by going out and getting the 250 members a 15-cent-an-hour flat wage increase.

The new contract, effective January 1, is with the three companies there—Black and White, Liberty, and Yellow. It provides also for time and one-half for four holidays a year and for work on Sundays.

Mullen has assisted in the friendly negotiations with the companies by a contract committee of the union comprising Lloyd Rhoads, Martin Winiger, Ezra Henke, Roy Carrier, Charles Mayes and Clyde Devasier.

Other officers named by the union at its election were William Marshall, vice president; Winiger, recording secretary; Rhoads, secretary-treasurer; Carl Lawson, trustee for three years; Ray Caldwell, for two years, and Victor Bean, for one year.

Rhoads, who has long been active in the Teamster movement in Evansville, was recently elected first vice president of the Central Labor Union there.

Damon Runyon's Poem

Walter Winchell is promoting a fund to fight cancer in memory of the late Damon Runyon, whose name is known to most readers of current literature. Lest you suspect an exaggeration in all newspapers recently of Runyon's genius we reprint from "Labor" a poem credited to Runyon's early newspaper days in Colorado, written at the time of the mine wars in that state.—Ed.

THE SONG OF THE STRIKE-BREAKER

By DAMON RUNYON

Box-carred an' stockaded;
Bayonet-paraded—
"Harnessed-bulls" behind us an' a squad on either side.
Awake, it's bricks an' curses;
Asleep, we dream o' hearses—
That's us! They call us Rough Necks, an' we're picked be-
cause we're tried!
That's us! We're shy o' morals, an' flat in purse an' pride!
Branded vags by the hand o' God, from the strength o' earth
we're barred—
An' in shame we're doin' brother's work, backed up by the
Enoch Guard!
Grind the wheels with a bitter wail, as the soaped tracks jolt
an' throb:
Am I my brother's keeper, too, along with my brother's job?
Out o' the ground his blood it calls, Oh, the weight o' our
load is hard
When we're tryin' to do our brother's work, but minus his
Union Card!
The only Union you'll find today that's runnin' an Open
Shop
Is the one our friend Starvation keeps, an' it works you
until you drop.
For God is sore on the sons o' Cain an' the work that we
try to do—
An' a curse growls out o' the mouth o' earth as brother's
blood seeps through!
"Scab! Scab! Scab!
Oh, you lousy labor scab!"
But it's dollars a day to hear 'em say—
"Sea-a-ab!"
Jeered, but feared—an' hated;
Cemetery slated;
Battered skulls an' shattered hulls; should we be satisfied?
Awake, it's bricks an' curses;
Asleep, we dream o' hearses—
That's us! They call us Rough Necks, an' we're flat in purse
an' pride;
That's us! There used to be some more, but several of us
died!

High Wages No Crime

Charles Luckman, president of the Lever Bros. Soap Co. recently made a public statement in Chicago which you won't find in the Tribune—or any other department store newspaper. He believed that higher wages had not hurt his corporation, because it had grown from 180 workers, receiving 21 cents an hour each, to 6,000 workers, averaging \$1.13 an hour.

"Why is it that during the past 20 years American business has become identified in the public mind as opposed to everything that spells greater security, well-being or peace of mind for the little guy?" he demanded. He added that big business had achieved its unsavory reputation "because, by and large, we earned it."

"We yipped and yowled wage laws," he said, recalling that big business had fought collective bargaining, unemployment insurance, health and safety ordinances, social security and increased taxes for education.

"We did all these things without making one single constructive suggestion which would assure the American people of our desire to achieve the same results for them..."

AFL Still Growing

Washington, D. C.—Figures compiled by George Meany, Secretary-Treasurer of the American Federation of Labor, show that the AFL membership increased from 7,151,808 on August 31 to 7,233,258 by the close of the year.

This gain of 81,450 members completely refutes reports from some anti-labor quarters that the organized labor movement in the United States has suffered a setback in recent months.

Widespread increases in membership have been reported from all sections of the South, where an intensive organizing campaign has been underway for months, and in highly industrialized areas in the North where expansion programs have been waged vigorously.

Throughout its history the trade union movement has battled unfiringly for better economic and social conditions for the common people of our country who would be helpless without organization. Such great reforms as free public schools, the eight-hour day, social security and the minimum wage law have been won largely because organized labor fought for them.

—Robert J. Watt, AFL International Rep.

Ft. Wayne Yule Party Goes Big

FORT WAYNE—The Teamsters Christmas party here this year was as big as usual, or even bigger. And is that big?

Counting all the truck and taxi-cab drivers and helpers, their wives and girl friends and children, they numbered around 3,200 in the Shrine Theatre.

Pat Hess, union head, was m. e. Pat introduced a minister, and then came the floor show, which was a dilly.

There were two Santa Clauses and as 900 children left the performance each received a big bag of goodies.

It was an evening of Merry Christmas in Fort Wayne!

Cabmen Elect In Fort Wayne

FORT WAYNE—Taxicab Drivers Local 414, IBT of this city has elected officers as follows:

Al Meyers, president.

M. C. Mumma, vice-president.

Raymond Irwin, recording secretary.



THIS LOYAL LITTLE MAN tells the Union Label story in the dramatic color-sound slide-film just produced by the United Hatters, Cap and Millinery Workers Union. The film is the story of the hat and cap makers hundred-year long struggle for the elementary rights of labor. The film has been hailed as a contribution not only to the Union Label cause but to workers education as well.

UNFAIR!

Jaggers Wholesale Grocery Co., 114 South Alabama St., Indianapolis, and M. O'Connor & Co., 600 Kentucky Ave., Indianapolis, are unfair to organized labor and should NOT be patronized until further notice.

The Indiana Teamster

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Vol. VI No. 4

STEVEN TOTH

Local 520 Sidelights

Well, our nominations and election are over and new officers for the coming year will be:

Walter Schubert, President;
C. A. Reed, Vice-President;
Kalman Borsists, Sr., Recording Secretary;
Steven Toth, Secretary-Treasurer;
Joseph Burba, Three Year Trustee;
Frank Potesak, Business Agent;
George Adams and Frank Novak, holdover Trustees.

The stork is still busy around here. Mike Opperman of Calumet Iron had a baby girl. Thos. Harkens of McKeown Transportation received a big boy. . . . Any of you boys want used cars? Contact Joe Burba of Justak's. He has had six cars within the last year. . . . C. A. Reed of McKeown is our big Egg and Chicken man.

One of the nicest fellows you would care to meet is Geo. Noel of Hartley Coal Co. He always has a smile and a friendly greeting for everyone he meets. George has been a teamster for the past 30 years or more. . . . I wish to take this means of thanking every one who helped me during the campaign, and I promise you that I will never let you down.

The Officers and Members of Local 520 wish you all a Happy, Prosperous New Year.

SWEDE WAECHTER

Up-to-Date with No. 188

Give me again my hollow tree, a crust of bread and liberty.

Hats off to Brother Kinnaman and the committee at Kroger Dairy for a 11 to 18-cent-an-hour increase there. . . . Congratulations to President Davis and the committee on the cracker companies' new contract—15 cents across the board for all employees. . . . We just signed a new contract for Blue Valley Creamery for a \$5.00 a week increase for all employees. . . . How about some bowling scores from Sheridan—or are they too bad? . . . Mr. and Mrs. Basil Jones of Purity Bakeries at Lafayette are the proud parents of twin girls born December 3. Congratulations. Basil is doing fine, thank you! . . . We had a swell stewards' meeting Saturday, December 21, arranged by our able secretary, Miss June Wurgler. Nice going, Junie.



Don's forget: Polks, Roberts and Banquet Dairies are on our unfair list. Also Red Dot Foods. . . . The world's greatest water power is woman's tears. . . . We hope everyone had a nice Christmas and we wish you all a Happy New Year.

HAVE IT DELIVERED UNION.

Meeting Nights—When and Where

- LOCAL NO. 11—Auditorium, 210 North Fulton Ave., Evansville. Regular meeting, 1st Tuesday of month, at 9 a. m. and 4 p. m.
- LOCAL NO. 188—28 West North St., Indianapolis. Executive Board, 2nd Wednesday of month, 4 p. m. Wholesale Bread, 1st Tuesday of month, 4 p. m. Wholesale Cake, Cracker and Pie, 1st Tuesday of month, 7 p. m. Kraft Foods, Inc., Blue Valley Creamery and Purity Foods, Inc., 3rd Tuesday of month, 7:30 p. m. Dairy employees, 3rd Wednesday of month, 7:30 p. m. Retail Bread, 3rd Thursday of month, 7:30 p. m. Wadley Co., last Tuesday of month, 5:30 p. m. General Meeting for all crafts, 1st Tuesday of March, September and December, 8 p. m. No meetings through June, July and August.
- LOCAL NO. 193—28 West North St., Indianapolis. Executive Board, 2nd Friday of month, 7 p. m. General Meeting, 2nd Friday of month, 8 p. m.
- LOCAL NO. 215—Auditorium, 210 North Fulton Ave., Evansville. General meeting for all drivers, 1st Sunday of month, at 2:30 p. m.
- LOCAL NO. 233—28 West North St., Indianapolis. All Members, 1st Wednesday of month, 8 p. m.
- LOCAL NO. 364—232 1/2 South Michigan St., South Bend. General Meeting, 3rd Sunday of month, 10 a. m.
- LOCAL NO. 343—Lafayette—103 North Sixth St., 3rd Monday of month, 7:30 p. m. Frankfurt—Labor Temple, last Saturday of month, 7:30 p. m. Goodland—Library, last Wednesday of month, 7:30 p. m. Dairy Employees—Fourth and Columbia Sts., 3rd Tuesday of month, 7:30 p. m. Ice and Coal—103 North Sixth St., 2nd Friday of month, 7:30 p. m.
- LOCAL NO. 691—Richmond-Eagles Annex, 2nd Sunday of month, 10 a. m. Lawrenceburg—Noppert's Hall, 1st Friday of month, 7 p. m. Connersville—AFL Hall, Bread Drivers, 1st Monday of month, 7 p. m. Rex and Bunsendahl Drivers, last Saturday of month, 2:30 p. m.
- LOCAL NO. 714—28 West North St., Indianapolis. Ready Mixed Concrete, 1st Monday of month, 8 p. m. Amer. Aggregates, 1st Tuesday of month, 8 p. m. Private Owners, 1st Wednesday of month, 8 p. m. Electric Cos., 2nd Monday of month, 8 p. m. Glass Cos., 2nd Tuesday of month, 8 p. m. Ice and Coal, 3rd Tuesday of month, 8 p. m. Gen. Contractors Employees and general meeting, last Wednesday of month, 8 p. m. Executive Board and Stewards, last Sunday of month, 10 a. m.
- LOCAL NO. 759—Labor Temple 512 East Sycamore St., Kokomo. Regular meeting, 1st Saturday of month, 8 p. m.

Freight Drivers and Loaders Raised in Six Indiana Cities

(Continued from page 1)

In Muncie Teamsters Local 369, headed by D. E. Mahoney has just signed a two years' agreement with the operators of city freight giving the drivers and dockmen 15 cents an hour increase for the first year and an additional 3 cents an hour for the second year.

The Vincennes agreement, negotiated by Charles Miller, head of Local 417, gives the Union drivers 17½ cents per hour increase; dockmen, 20 to 22½ cents increase and garage workers \$11.60 per week increase.

The contract is retroactive to November 16, 1946. It is for one year from that date and further provides for a week's vacation after one year and two weeks after five years' employment.

Miller reported at the last meeting of the Indiana State Drivers Council that he conducted the negotiations around the conference table, with no stoppage of work.

Agreement reached for Local 144 in Terre Haute, previously reported, gives the union members 15 cents an hour increase and renewal of existing conditions.

Approximately 600 members of

Chambers Heads Joint Council 69

(Continued from page 1)

Mr. Chambers has been in the labor movement since 1932, having been business representative at one time of Teamsters Local 233, Indianapolis, and later of Local 716 here. He is given considerable credit for the steady progress made in Kokomo, Peru and elsewhere by Teamsters Local 759, of which he is secretary-treasurer and business representative.

Recently he was named by the State Federation of Labor, on its committee of Organization and Promotion, appointed to expend a newly created fund for expansion of the federation in Indiana.

Local 215, employed by 30 freight handling companies in Evansville are receiving wage increases averaging 17½ cents an hour, by terms of an agreement signed for them recently by C. B. Birdsong, union president.

SAFETY CONTEST FOR TRUCK DRIVERS

WASHINGTON, D. C.—The American Trucking Association, Inc., and 53 affiliated state associations have announced a highway courtesy and safety campaign to be conducted for truck drivers throughout 1947, based upon the slogan, "Safety Is No Accident."

Purpose of the campaign is "to make every highway as safe as is humanly possible," says a statement by John V. Lawrence, managing director of the national organization.

The slogan, selected by a committee from more than 5,000 entries, won its author in Detroit a valuable wrist watch. Other contestants honorably mentioned in the slogan contest included L. L. Bradford, of the GMC Truck and Coach division, Indianapolis, and Donald Steward, of the Hayes Freight Lines, Inc., Terre Haute.

The statement continues: "Statistics show that commercial vehicle drivers are the safest drivers on the roads today. Our goals for the 1947 campaign are to improve on a good record and, at the same time, convince the motoring public that non-professional drivers can profit from some of the lessons learned by men who make their living behind the wheels of a vehicle."

"It's no accident that motor truck fleets all over the country have well-organized safety programs of their own. The vast majority of such firms maintain safety departments to war against highway accidents. It is the job of these departments to determine the causes of accidents and take all possible steps to eliminate them. Each company has its own rigid rules and regulations with which all drivers and other employees must comply."

"In addition, truck drivers are encouraged by their employers to assist fellow motorists whenever they can, and most of the progressive truck lines give their drivers courses in first aid and equip each truck with a complete first-aid kit, with the result that truck drivers save many lives and prevent many minor injuries from becoming serious."

FIVE-POINT SAFETY PROGRAM OFFERED BY TRAFFIC GROUP

Proposed changes in the highway laws calculated to reduce the state's terrific fatality rate have been made for consideration of the 1947 General Assembly by the Indiana Traffic Safety Council. The program, of five points, indorsed by the State Federation of Labor, is as follows:

1. Recodification of the Indiana Motor Vehicle Code to conform, as far as possible, to the Uniform Motor Vehicle Code developed by the National Conference on Street and Highway Safety and recommended by the President's Highway Safety Conference. Major changes in the present Indiana Traffic Code would include:

A. Changes in speed regulations to provide for a prima facie speed limit of 60 m. p. h. during the day and 50 m. p. h. at night, keeping the present "reasonable and prudent" law as it now exists up to these limits and retaining the law giving the State Highway Commission authority to designate higher or lower speed limit zones after thorough engineering study.

B. Enactment of an enabling act permitting local authorities of towns and cities to pass ordinances requiring pedestrian obedience at traffic signals and requirements against crossing streets, except at crosswalks, in congested areas of towns and cities.

C. Provision in the Indiana Traffic Code requiring pedestrians to walk on the left side, facing traffic, in rural areas and to use sidewalks where same are provided in rural areas.

D. Modernization of present traffic law provisions, dealing with dimensions weights and speeds of commercial vehicles to conform to the national standards.

2. Enactment of a law establishing the Indiana Traffic Safety Commission as an agency of state government to develop, co-ordinate and promote the official state-wide traffic safety program on a full-time basis.

3. Provision for an increase of at least 100 officers in the personnel of the Indiana state police.

4. Provision for the combining in one strong and efficient department all functions and operations pertaining to driver licensing and driver improvement, including issuing, examining, hearings, re-examinations, suspensions and revocations. Strengthening present standards and regulations on driver licensing to include:

A. Establishment of a permanent drivers' record system with individual files for each licensed driver showing his complete driving history from the time his original license is issued.

B. Centralized issuance of all original and renewal drivers' licenses from Indianapolis only after a careful and complete check of the permanent record file.

5. Abolish the defense of contributory negligence on the part of motor vehicle operators entering a through or preferential highway.

S. W. HELTON

Notes from 543, Lafayette

Since our last report, S. E. "Mose" Gallaher failed to improve as was thought he would, and to save his life, it was necessary to amputate his leg just above the knee. The operation was performed at the Methodist Hospital in Indianapolis. Mose's old fighting spirit brought him through in fine shape and he is now getting about the place on crutches and talking of what he will do when he gets his artificial limb. He received many cards from his friends of the road and a very encouraging visit from a brother Teamster of Indianapolis who failed to identify himself. Mose is very sincere in his appreciation of these thoughts and extends his thanks.

Marcus Coplen, with the L. & I. at Frankfort is off work because of a leg injury. . . . Ivan Grenat has bought a new truck and has it working on the Kuhne Simmons Construction job. Here's wishing you success, Ivan. . . . Our drivers at the Hicks Body Co. are laid off because of shortage of material.

The Frankfort ready mix is taking on a new venture. They are starting to make concrete sewer tiles, and will soon be in production. . . . We have just finished negotiations on a new contract at the Alton Box Board Co., at Lafayette, granting increased wages and improved conditions.

"Nig" Moser won \$70.00 through a radio broadcast over WASK, our local station and made a speech of acceptance over the mike. Nig has been unable to work since the ordeal. . . . Kenneth Hewitt, former member of Local 543, has been advanced to terminal manager for Hayes Freight Lines at Lafayette. . . . Frank Pryor never fails to speak these days especially while in his new Buick. It's okay, Frank, we would, too!

Z. R. TOMPKINS

Heard and Seen at 7/16

Congrats to Bob Gentry of West Indianapolis on his forthcoming marriage to Miss Betty Littrell, whom he met while attending High School.

When our vice president Bill Dewey isn't busy driving, for Ready Mixed Co., he mixes colors which he and Mrs. Dewey apply to small statuary. Both are good artists.

Beaver & Sons Gravel Co. of Noblesville has signed with Local 716 to pay drivers of trucks of up to three-yard capacity \$1.15 per hour and over that \$1.25.

Harry Hudson claims to have one of the best Pontiacs on the road. It has a wonderful pick-up. Harry can tell you, and frequently does, about all those soles that were lost in a shoe factory fire. Also we credit him with the tallest story of 1946. Says he swung so hard at a man and missed that the breeze gave the poor fellow pneumonia, from which he died. Harry ought to be an editorial writer for an Indianapolis newspaper.

Why are Allen Sims, Sylvanus Morton, Dallas Ledford, Ananias Harris and Henry Carpenter working so hard on that underpass at Morris and Harding Sts.? Trying to make transportation easier so private owners can get out-of-town business?

We may have a romance to announce later—but we can't tell you about it now.

O. B. CHAMBERS

So... This Is Kokomo

The regular meeting of Local Union 759 is held the first Saturday of each month at the Labor Temple, 512 East Sycamore St., Kokomo, at 8:00 p. m.

The contract covering the Vicord Manufacturing Co. employees at Mexico, Ind., has been settled with a nice increase for the employees. This plant has been reconverted since the war, and was known as the old Victory Ordnance Plant. The General Tire & Rubber Co. in Wabash and Logansport, which covers three different plants have granted a voluntary increase to the employees. This contract does not expire until March 9, and at which time there will be an additional increase for truck drivers and jeep drivers in the plant.

We are now in negotiations on our City Freight Contract which expires January 15 and the Coal Contract which expires January 1. To date we have not been able to reach an agreement with the operators, and a Smith-Connally notice has been served on these people.

To date and to the best of my knowledge the people operating on the over-the-road contract in our territory are now paying the new scale, with exception of Allisbaugh Trucking Co. in Wabash. This case has been before the conciliation department and there has been a Smith-Connally notice served on them through the Central States Drivers Council in Chicago, along with Local Union 759.

Lee Lantz, after being sick is back to work. . . . The writer of this column wishes to congratulate Mr. and Mrs. Russell "Buck" Arthur on their recent marriage and wish them happiness and prosperity, as Buck is one of the old stand-by trustees of the Local. . . . Paul Haynes, driver at Ross Transit Co., Kokomo, has found out in a recent accident that his Packard Car will not climb telegraph poles.

Due to the reports received in this office most of the members of Local 759 enjoyed a lot of good eats and refreshments and had a very enjoyable holiday with exception of the girl who works in our Local office forgot places dispensing food were closed on Christmas.

Local Union 759 extends a happy and prosperous New Year to all of its friends and members.



Join the MARCH OF DIMES

JANUARY 15-30

THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS

YORK TRUCK DRIVERS REFUSE TO JOIN LOCAL 193



Has Local 193 of the Teamsters' Union Tried to Organize the York Transfer & Storage Co., Indianapolis?

Yes. For More Than Four Years Local 193 Has Made Extensive Efforts to Organize This Company.

Why Hasn't the Union Succeeded?

The York Co. Has Resisted Organization of Its Employees to the Last Ditch—Has Assertedly Discharged Certain Employees for Even Suggesting Affiliation With Local 193.

Do the York Co. and Its Employees Benefit From Local 193 Organization?

Definitely. The York Co. Profits Through the Advancement of Its Industry Made by the Progressive Household Movers of Indianapolis, Cooperating With Local 193.

York Employees Get Better Pay and Working Conditions Because of the Union Standard Established for Employees of Household Movers in Indianapolis by Local 193.

Where Does the York Transfer & Storage Co. Operate?

All Over the State of Indiana and Throughout Neighboring States.

What Does Local 193 Want From Friends of Organized Labor?

Refuse to Patronize the York Transfer & Storage Co.!

WE CALL UPON ALL UNION TEAMSTERS IN INDIANA AND NEIGHBORING STATES TO REFUSE ANY COOPERATION WHATEVER WITH THIS COMPANY AND ITS NON-UNION EMPLOYEES!

AERO MAYFLOWER DOINGS

Just remember I told you that I ran into Warren John down here (or up here) and had a very interesting conversational discourse with him regarding the new contract with our employer come this January, 1947. I read the entire drawing of it and approve of it most heartily. It is a fair deal all around and I suggest that all of you stand behind it solidly!

And, too, the committee is certainly in there pitching good, clean, honest ball for all! They deserve your good will and continued moral support! Give it to them, with a tremendous outpour of cheer!

I think it about time that Aero-Mayflower took more pains in obtaining much better parking places for its vans. Why those located near railroads and miles away from recreational and eating places? Why the type of parking place where owners just want to fill your tank and never wipe your windshield, water the radiator or leave the washroom open at night? In fact, why the parking place where



the owner is inconsiderate and devoid of all humanitarian traits—especially the ones who afford you ice-water to shave with in the middle of February and cry when you don't fill your gas tank?

Speaking of parking places reminds me to enlighten you a bit. Just because you can make a few pennies at some of these places doesn't make them good in my book. And they certainly aren't doing you a favor. You are the one who is doing the favor and you should have them look up to you always!

Hereafter, try and wake some of these lot owners, for the good of the company and yourselves in all.

Be square, be united, be good!

Who says Mayflower drivers are not reforming? Understand that nine (9) drivers in New York City the other Saturday nite sat playing poker and drinking apple cider. What a blue Sunday!

Romance Dept.—Heartiest congratulations to Bill Tallent! We sincerely hope his marriage will be a lifelong source of happiness. But why did he keep it a secret? Does he not know that you can't keep anything from the press?

Has Bill Knowles tied the marital knot out in Los Angeles? We'll find out.

So the big guy (named C. Mc.) called things off hey? Well, we'll investigate completely. Maybe he's trying to sidetrack us so we can't yell out.

Sincerest good wishes for a very successful and happy New Year to all of you from your Committee, Union officials and yours truly, with a lusty Hi, There!

Teamsters Ask Legislature For Laws Affecting Trucking

Revision of the State Workmen's Compensation Act to rescue injured workmen from exploitation by private insurance companies, will be the most important work sought by the State Federation of Labor from the 1947 session of the General Assembly, which starts deliberations January 9.

The subject was voted of first importance at the recent biennial legislative conference of the Federation in Indianapolis, at which time a complete program was discussed.

Among recommendations is one advocated by the Indiana State Drivers Council, providing for issuance of two licenses for truck drivers and requiring all trucks to bear the owners' names.

Speaking in behalf of this proposed change in the law, Steven Toth, president of the Drivers Council, emphasized its importance to both the trucking industry and the public.

The Workmen's Compensation Act amendment sought would call for the creation of a state insurance fund for the payment of benefits to injured workers. A pay roll tax would be levied on employers instead of requiring them to carry insurance in the private companies on their employees.

The present system of private insurance gives members of the State Industrial Board too much opportunity to make friends with the big insurance companies at the expense of the accident victims and their dependents, it was claimed.

Gale Murrin, president of the Lake County Central Labor Union, declared that the present Act "sells the worker down the river to the insurance companies." "It is too awful to be amended," he said, "and should be junked. I will fight this bill until the insurance companies are thrown out."

Pat Hess, of the Fort Wayne Teamsters, and a vice president of the State Federation, enlivened the closing hours of its conference with a spirited report from a committee of which he is chairman, opposing local option or prohibition.